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PRIVATE RESIDENTS AT THE
OUTPORTS
A comprehensive and complete
Record of the
NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS,**
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
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ESTABLISHED 1857

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[all 58]

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Hongkong, 6th April, 1904. [798-2]

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112

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The descriptive account in this Edition is supplemented by the official list of the
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Hongkong, 24th July, 1905. [all 65]

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Hongkong, 15th October, 1906. [1917]

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Hongkong, 27th June, 1905. [all 74]

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Hongkong, 20th September 1905. [1751]
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Hongkong, 18th October, 1906. [1898]
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Hongkong, 17th March, 1903. [all 44]

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THE HONGKONG DISPENSARY,
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Hongkong, 19th October, 1906. [30]

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash telegraphic address: Press, Order: A.S.W. & Co. Ltd. P.O. Box, 33. Telephone No. 12.

DEATH.

Died at day at 12.15 p.m. at Government Civil Hospital, CHARLES F. FOCKEN, aged 42 years, Superintendent Engineer, Norddeutscher Lloyd, Hongkong. The funeral will pass the Monument on Wednesday, the 31st of October, 1906, at 8.30 a.m. [2005]

HONGKONG OFFICE: 10A, DES VEXES ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 31st, 1906.

Mr. PUTMAN WEALE, the well-known authority on Manchuria, has sent a long and interesting telegram to the N.C. Daily News, which our contemporary publishes on October 26th as "practically the first uncorroborated report by an acute and independent observer on conditions in North Manchuria and the Russian provinces beyond, as they have existed since the conclusion of the war". Mr. WEALE presents a picture of Russian authorities everywhere at a loss for want of instructions, suspicious and jealous of each other, and all without any patriotic hopes. The neighbourhood of the Japanese (on the river Tumen, north-east frontier of Korea) and exaggerated rumours of their doings, produces a jumpy state of nerves, which helps to explain the recent extraordinary rumour that the Japanese were preparing to seize Vladivostok, in spite of its 76 forts and 38,000 men. In the province of Primorsk, where 78,000 Russians have "settled", practically no development work has been attempted—another indication of the prevailing Russian pessimism. If Mr. WEALE's observations may be relied on, the free port of Vladivostok cannot have been making much difference to the trade of Manchuria, so far as the other entrance at Newchwang is concerned. He says:—

"Imports to Manchuria via Vladivostok are meagre, and since August most of the cargoes have been Russian and consumed in the Ussuri region. The railway business from Vladivostok is very brisk and the trade is yielding a yearly profit of Rs. 15,000,000. This is in contrast to what is happening on the Chinese Eastern Railway, which is showing an annual loss of Rs. 30,000,000. The surveys of the Amur railway are beginning and all are hoping this line will be the ultimate saviour of the Russian Orient. Vladivostok and the other ports are suffering from over-confidence on the part of the traders who have over-estimated the consumptive demand. Nicolaevsk is, however, growing very rapidly."

It is doubtless this state of things which made Japan so keen to repeat in the North their post-Jellum commercial crusade that has attracted so much notice in the South. Mr. WEALE tells us that, having gained the entry, the Japanese are pressing eagerly forward, although the Chinese are as yet not disposed to trade. He confirms the report that both Russia and Japan are doing their best to keep their engagements under the Treaty of Portsmouth.

"There remain 28,000 (Russian) railway guards and fragments of the Third Siberian Corps. They will have their headquarters till April at Harbin, where there are six infantry and two cavalry regiments with 6 brigades of artillery. The Japanese are thinly distributed along the railway with an advance guard of cavalry at Kauchentze. In spite of this, brigandage is at its worst and is paralysing all trade. The Chinese are in a state of panic."

The position at Harbin is most curious. There are 70,000 Russians in the place, living on the enormous profits made in the war. Trade is dead but money is plentiful and the growth of the town is unbelievable. There are eighteen flour mills in and around the town capable of a daily output of three million pounds. They fed the entire army during the war but are now idle. Except the military authorities, all desire ardently the opening up of the country. East of Harbin, the railway settlements are prosperous owing to the lumber trade, but west there is nothing doing."

It looks as though the Russian guards have not been so energetic against the Hungtuzes as the Japanese have; and we shall probably have to wait a long time before Peking does anything effective. While these brigands continue active, it is evident that the inhabitants will not be able to trade. All observers are agreed as to their disturbing and destroying influence on peaceful commerce. What Mr. WEALE means precisely by his advocacy of a policy of strengthening Chinese authority is not clear; nor does he show how the difficulties in the way of establishing Chinese customs are to be overcome. He has a pretty ideal of internationalizing all the Manchurian settlements, which would undoubtedly remove some difficulties; but others would at once arise. Who is going to bell the cat? "Unless," he concludes, "neutral action ameliorates the situation, the rivalry and animosity of the Powers will deepen and Manchuria will ultimately share the fate of Poland." He is speaking of both north and south Manchuria, and we have yet to learn how the two Powers who are not neutral will regard any such proposals. With China still suspicious and dubious, they do not make much progress with their negotiations, and any further intervention will have to be heroically determined if the arrival of equal opportunities is to be expedited. Evidently, on his own showing, Russia is not yet in a position to help on the desired settlement; China's attitude we know; and Japan seems to have conceded about as much as she cares or dares to do. The neutrals have a delicate task before them, if they really intend to try to urge matters to the conclusion desired.

The sub-prefect of Shanghai has issued a proclamation forbidding, under a severe penalty, teachers and pupils in the district cutting their queues.

We are requested by Mr. Geo. P. Lammert to state that the auction sale of the American steamer Yvonne will take place on the 8th Nov. next, and not on the 3rd idem, as previously announced, and that the sale will be on board the vessel.

The M. M. S. El Kantarah, which left Hongkong on Oct. 19th and arrived at Shanghai on Oct. 25th, experienced the full force of the typhoon and had to jettison about fifty tons of coal and 150 tons of water ballast. She did not put into any harbour, but kept her nose to the wind at slow speed and completed the voyage without any mishap.

"The best typhoon souvenir yet published" is how an independent witness describes the book now issuing from the Daily Press office, at fifty cents. We can honestly recommend it as the best set of pictures, and the most graphic account, that we have looked at. It is just the thing to send to friends at home, where it is sure to be greatly prized.

In her collision with the C. N. S. Kwe yang, the damage sustained by the str. Admiral von Tirpitz was all above the water-line and above the two decks. The bow of the Kwe yang swept away the hand-rail and several deck fittings of the Admiral von Tirpitz. The Admiral von Tirpitz is thought to be a ship of 1,000 tons, and the damage can be repaired in about a week. The Kwe yang is damaged above the water-line and her bow is broken. One of the probable causes of the collision is the abnormally heavy N.

Before Mr. H. H. J. Gompertz at the Magistrate's yesterday afternoon an inquiry was held into the cause of death of an Indian coolie named Fazel Karim, who came by his death as the result of a fall of earth on the Kowloon-Canton railway near Homantin, Yau-mai. Dr. Macfarlane gave evidence to the effect that asphyxia was the cause of death, and after taking the evidence of further witnesses the magistrate found that deceased was killed as the result of an accident.

A telegram from Nanchang, the provincial capital of Kiangsi, dated 21st inst., reports a fight between the Protestant and Roman Catholics of Fenghsien district, Nanchang prefecture, resulting in the demolition of the French Roman Catholic Church in that city. In response to an urgent telegram from the Chinese of Fenghsien, His Excellency Wu Chung-shai, Governor of the province, immediately sent a detachment of some thirty troops to that district to restore order.

A San Francisco telegram of October 17th, received by the Japan Advertiser, states that the Pacific Mail liner Mongolia, which has just been docked there, shows the extent of the damage done to her bottom plates when she ran on the reef near Midway Island. It will take at the very least two months to put her in good repair. An examination of her sister ship, the Manchuria, shows greater damage done, and it will be six months before she can go into commission again.

When the Earl of Leven and Melville left Edinburgh for "putting into repair and restoring" the chapel at Holyrood he was preparing grave anxiety for the reverence of ancient buildings. The chapel was once part of the great Abbey Church where many monarchs of Scotland were crowned, married, and laid to their last rest. Now as it stands ruined and naked to the sky it forms one of the most impressive of Scottish monuments. No man of imagination can stand under its gaunt walls without feeling the eerie touch of the historic past. The prospect of seeing it nicely patched and roofed by the modern repairer and restorer, even for the purpose of providing a chapel for the Order of the Thistle, is positively gruesome. The late Earl meant well of that there can be no doubt—but we sincerely hope his project will not be carried out. The chapel may well rest in its present dignity. If the work be undertaken, however—and luckily certain august permission has to be first obtained—we hope Mr. Carnegie or some other millionaire will not take it as a precedent for offering to modernise Holyrood or put a prettier tower on St. Giles.

POLICE COURT.

Tuesday, October 30th.

BEFORE MR. H. H. J. GOMPERTZ.
(First Police Magistrate).

A DISHONEST LUKONG.

When the police raided house No. 1a Quarry Bay on Sunday night and arrested 65 gamblers their effects were seized, and a number of police left in charge. Lukong Leung King was one of these, and when opportunity offered he pocketed a watch. Sometimes later the article was missed and found in the possession of the accused.

His Worship found the defendant guilty and sentenced him to three weeks' imprisonment, forgoing the stocks on account of his previous good conduct.

A HASTY SHOEMAKER.

A shoemaker and a carpenter had an argument at Lower Leasur Row on Monday evening about the price of leather, which ended in a quarrel. In the struggle which ensued the shoemaker struck his opponent on the head with a hammer, seriously damaging his face.

His Worship found the defendant guilty of assault and imposed a fine of \$20, the alternative being one month's imprisonment.

BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

A Chinese lady charged a richa coolie with refusing to accept hire while disengaged.

Mr. E. J. Grist of Messrs. Wilkinson and Grist appeared for complainant, and drew his Worship's attention to the fact that of late richa coolies on the Peninsula had been causing residents considerable trouble. He asked his Worship to deal with the defendant severely and so warn others that they cannot do as they like.

His Worship imposed a fine of \$25, the alternative being two months' imprisonment with hard labour, and in lieu of \$1 of the fine, the coolie to be exposed for six hours in the stocks.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. Princess Alice left Kobe via Nagasaki and Shanghai on Sunday, the 28th inst., p.m., and may be expected here on or about Tuesday, the 6th Nov., a.m.

The C.P.R. str. Empress of China arrived at Nagasaki at 9.30 a.m. on Monday, the 29th inst., and left again at 6 p.m., same day, for Kobe, where she is due to arrive at 9.30 p.m. on Tuesday, the 30th inst.

The C.P.R. str. Tatar arrived at Kobe at 8 p.m. on Saturday, the 27th inst., and left again at 2 a.m. on Sunday for Yokohama, where she was due to arrive at 6 a.m. on Monday, the 29th inst.

The H.M.S. Tartar, from Hamburg, left San Domingo left at 10 p.m. on Monday, the 29th inst., and is expected here on or about Tuesday, the 6th Nov., a.m.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

HOLLAND'S LITTLE WAR.

A DRAMATIC ENDING.

SINGAPORE, October 30th.

After a siege of many months, the Hollanders have at last captured the mountain fortress of Barup, in Central Celebes.

This was like an eagle's nest, impregnable, almost inaccessible, and certainly impossible of being taken by storm.

The Hollanders, therefore, resorted to these methods to rout out the rebels. They maintained a cordon and a careful watch, and finally proceeded to lay mines of dynamite.

When this work was approaching completion, the rebel chief saw that further resistance meant annihilation. He surrendered with nine hundred men.

It is believed that this will bring the insurrection in South Celebes to an end.

[REUTERS' SERVICE.]

THE JAPANESE IN BRITISH COLUMBIA.

LONDON, October 28th.

The Japanese ship *Suwa Maru* has been arrested for smuggling Japanese passengers into British Columbia.

AMERICA AND JAPAN.

LONDON, October 28th.

President Roosevelt has instructed Secretary Metcalf to make a thorough enquiry in San Francisco. He feels that every effort should be made to accord the Japanese treaty rights, and hopes that the efforts of the Government will allay the anti-American feeling in Japan.

In connection with the trouble in San Francisco, Mr. Root upholds that article No. 6 of the Constitution can, when invoked, compel a State to observe an international treaty.

RUSSIA.

LONDON, October 28th.

A bomb was thrown in St. Petersburg, at a van conveying Customs money to the treasury. £35,000 was captured. Several were killed and wounded. The throwers of the bomb escaped.

DEATH OF MR. C. F. FOCKEN.

Very many friends will be sorry to hear of the untimely death of Mr. Charles Frederick Focken, which occurred at the Government Civil Hospital at noon yesterday, the cause of death being the formation of a clot of blood on the brain. Mr. Focken, who was Superintendent Engineer for the Norddeutscher Lloyd, was only 42 years old. For a number of years he served in various capacities in the Scottish Oriental S.S. Co. until it was merged in the Norddeutscher Lloyd when he joined the latter Co. He was popular in Masonic circles, having recently been W. M. of the Kowloon (Eastern Section) Lodge, and an office-bearer in the District Grand Lodge. The funeral will pass the Monument at 8.30 o'clock this (Wednesday) morning.

HONGKONG LEGISLATIVE COUNCIL.

At the meeting of the Legislative Council tomorrow afternoon the Hon. Attorney-General will move.—"Resolved that the Resolutions regarding the running of Workmen's Cars by the Hongkong Tramway Electric Company, Limited, passed by the Legislative Council on the 21st day of June, 1906, be rescinded as from to-day."

Hon. Mr. H. E. Pollock will ask the following questions:

1. (a) When does the Government intend to commence work on the construction of a new Harbour of Refuge?

(b) Will the Government state the respective situations, areas, and estimated cost of construction of the various new Harbours of Refuge which have been suggested at different times?

2. (a) Will the Government state what is the area of the present Harbour of Refuge at Causeway Bay?

(b) Has the Government obtained any, and, if so, what Estimates with reference to the dredging and deepening of the shallow portions of such Harbour of Refuge?

The order of the day is the second reading of the Bill entitled An Ordinance to amend the Widows' and Orphans' Pension Fund Ordinance, 1900.

The plan for reorganising the Russian navy which has been submitted to the Tsar, proposes that special attention be given to destroyers and submarines. The system by which the fleet has been out of commission in winter has been abandoned.—Asahi.

CANTON.

(FROM OUR CORRESPONDENT)

October 27th.

MORE PIRATES BEHEADED.
This morning at 10 a.m. two more Siaman pirates were marched out to the parade ground and there executed. Mr. P. G. Jones of H. M. Consular services was deputed to witness the execution.

CURIOUS INCIDENT AT A FIRE.
We are in the middle of the fire season. For the third time this month there has been a fire in the immediate neighbourhood of the Shumoon. The fire originated in the Tsoi Lian street and extending rapidly, ten houses were gutted in a couple of hours. During the fire the subscribers to the local fire engine wrecked the works on the plea that they were not getting their money's worth of water. The engine house, using what the Chinese call "stone coal," no steam was up and the supply of water was inadequate to cope with the outbreak. Luckily the Caval was near by and the bucket system was successfully adopted.

WE TING-FANG.
H. E. Wu Ting-fang, who is on a visit to his native place is expected to arrive shortly in Canton. After a brief stay here H. E. will go to Peking.

CORRESPONDENCE.

KOWLOON RICHIA COOLIES.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—With reference to the correspondence on this subject appearing over the signatures of S. T. B. and "Kowloonite," I have to supplement that the richia coolies are impertinent everywhere in Kowloon. They seem to look for a minimum fare of 10 cents and when they don't get it, will give vent to some familiar Chinese epithets, even going into a semi-foreign vocabulary of abusive language. Stationed at important points such as the Ferry Wharf, junction of Robinson Rd. and Elgin Rd. and Cameron Rd. and Carnarvon Rd. may be the means of preventing further nonsense of the kind, and prompt punishment would certainly have a salutary effect on them. If the Police authorities warned the coolies when applying for their licence that any attempt on their part at extorting higher fares than are legal will be severely punished, it will considerably assist matters. I would also suggest that a list of legal fares should be posted up at the above mentioned places.

Enclosing my card and thanking you for the above space in your valuable paper, I remain, Yours faithfully,

RESIDENT.

[We think enough has now been said on this head. It is evident that the Kowloon public has been suffering much annoyance, and we have no doubt the Police will do their best to stop it.—Ed.]

HONGKONG STEAM WATER-BOT CO., LIMITED.

The report for presentation to shareholders at the sixth annual general meeting to be held at the company's office on Saturday reads:—The Consulting Committee beg to submit to the shareholders the Annual Report and Accounts for the year ended 30th September, 1906.

ACCOUNTS.

The net profits after paying all working expenses, and adding balance brought forward from last account, interest and scrip fees, there remains a credit balance of \$8,894.04, which with the approval of shareholders, it is proposed to appropriate as follows:—

Write off goodwill 5,361.00
Carry forward to New Account 534.04
Total \$8,894.04

BOATS.

These are all in good condition.
CONSULTING COMMITTEE.
Messrs. Moxon, Skelton, Chan Siu Ki, and Francisco Tze Yat, retire, and being eligible offer themselves for re-election.

AUDITORS.
The accounts have been audited by Mr. W. Hutton Potts, who offers himself for re-election.

G. C. MOXON,
Chairman.

Hongkong, October 27th, 1906.
BALANCE SHEET.
September 30th, 1906.

LIABILITIES.
To capital account 150,000.00
To reserve fund 2,500.00
To undivided dividends 229.10
To accounts payable 3,065.63
To profit and loss 5,894.04
Total \$161,769.83

ASSETS.

By cash in hand \$ 7.01
By Hongkong and Shanghai Bank 5,491.50
By value of bonds 110,818.00
By Hongkong Government (deposits) 300.00
By goodwill 7,360.00
By furniture 130.00
By sundry debtors 4,446.41
By water pipes and piers 2,596.31
By fixed deposit 30,000.00
By stock in hand (new hose) 360.00
Total \$161,769.83

PROFIT AND LOSS ACCOUNT.

To appropriation as per last report \$ 0.
To final dividend of 5 per cent 7,500.00
50 cents per share 2,073.24
To write off goodwill 1,840.00
To write off trade 9,875.31
Total 19,318.33
To loss of No. 7 sailing boat (hook) value 2,250.00
To balance to be appropriated as follows:—
To write off goodwill 5,361.00
To carry forward to new account 534.04
Total 5,894.04
Total \$27,202.37

Cr.

By balance brought forward \$ 0.
By interest 2,073.24
By scrip fees 5.75
By balance of working account 5,894.04
Total \$27,202.37

AMOI.

(FROM OUR CORRESPONDENT)

October 25th.

INTERESTING LAW CASE.
The British Provincial Consular Court has been occupied for several days by an important law suit. The Chinese firm of Seng Kee and Co., owners of the steam launch, *Wo On*, sued the New Amoy Dock Co., Ltd. for \$18,018.23. On June 12th the plaintiffs, Seng Kee & Co., made a verbal agreement with the defendant company to dock their launch, lift its boiler and replace it, effecting such repairs as might prove necessary. The price agreed on was \$120. The Dock Company took the launch in hand and the boiler was raised accordingly. Unfortunately an accident occurred and the chains used in lifting the boiler broke, so that the boiler fell heavily down upon the bottom of the launch. The plaintiffs claim that the launch was damaged to the amount of \$3,305.75. Amoy currency. The plaintiffs requested the Dock Co. to take the launch into the dock at once as it was in an unsafe condition in the place where it then was. Mr. Black, the Manager of the Dock Company, said he could not take the launch into the dock that day but would do so on the following day, when he would take her in along with a *Maula* steamer called the *Yvonne*. The plaintiffs protested against this, arguing that the launch should be taken in at once; the Dock Company then offered to beach the launch in order to save it from sinking.

This is the plaintiffs' story. The plaintiffs asserted in Court that the Dock Company towed the *Wo On* along in order to beach it and that while so doing the *Wo On* was stranded on a stone jetty and that she was damaged to the extent of \$12,124.88. Plaintiffs claimed that owing to this they lost the use of the launch for one month and a half and that this cost them a loss of \$3,500; their total claim therefore amounted to \$18,018.23. The defendants declare that as a matter of fact the breaking of the chain and the falling of the boiler did no substantial damage to the launch, which was already in poor condition and that as for the stranding of the *Wo On* on the jetty, the fault—if any—lay entirely with the plaintiffs themselves. Evidence was produced to show that the Dock Company was not responsible for the *Wo On* at the time of her stranding when she was under the management and control of the Seng Kee Co.'s employees. Mr. O'Brien-Butler, sitting as H. M. Provincial Judge, was assisted by two Assessors, Mr. H. F. Rankin, Principal of the Anglo-Chinese college Amoy, and Mr. J. P. Morley, of the Standard Oil Co. Evidence on behalf of the defendants was given by Mr. McIntyre, chief engineer of the *ss. Haula*, as an expert in engineering matters. Mr. Max Adam, surveyor of the J. M. Customs also gave expert evidence. Mr. Bishop, a well-known American lawyer of Manila, appeared for the plaintiff company. Mr. Daniel of the Hongkong firm of Johnston, Stokes and Master, represented the New Amoy Dock Co. Yesterday judgment was given as follows:—

"I find that no injury was done to the *ss. Wo On* as a consequence of the breaking of the chain used to lift the boiler, so that there is no question of liability on the part of the defendants in this respect. I find that the *Wo On* was in the charge of her owners when she proceeded to leave the dock head, and that the dock launch at that time had been lent to the owners of the *Wo On*, from whom the dock launch captain would, and actually did, receive his instructions. The defendants are consequently exempt from liability for the ensuing stranding of the *Wo On* on the stone jetty. I pronounce judgment for the defendants with costs." (Signed) P. E. O'Brien-Butler, H. M. Consul & Judge. Both Assessors agreed. The plaintiff's gave notice to appeal.

The case has excited great interest in Amoy especially among persons interested in shipping and engineering.

NAVAL VISITORS.
H.M.S. *Che* came in this morning, and the young men of Amoy will this afternoon face a team from her at hockey. We have been very badly off here of late for warships. The white ensign has been rarely seen for many a long day in Amoy harbour and on the few occasions when H.M.'s ships have come in they have stayed for at most two days and then sought the delights of larger and more attractive ports.

SOCIAL OUTLOOK.
We expect to enjoy a gay winter time here. An entirely new hardwood floor is being put down in the Club hall room, which is also used as a theatre. We have several ladies of talent at amateur theatricals and it is whispered that an ambitious production will be attempted before long by the A.D.C.

TENNIS.
Mr. Lyle Bony, of the Hongkong and Shanghai Bank, has in a most sportsman-like spirit offered a prize for a tennis tournament, ladies singles, to be played on Monday and Tuesday next, American sealed-handicap. The handicappers are to be ladies; this will be a relief to those poor long suffering "mere-males" who have hitherto had to bear the burden of this unthankful business.

POPULAR NEW TAOTAI.
The new Taotai, Mr. Tseng, is a grand son of the famous Marquis Tseng Kue-fan. He was educated in England and France, speaks both English and French fluently, indeed marvelously, and has made a very good impression already. Instead of living in the Chinese town surrounded by the squallor of a dilapidated Chinese yamen, he has taken a fine house on Kulungau, next door to the Union Church.

"The *Nanfangpao* states that a meeting of Cantonese merchants at Shanghai discussed certain questions concerning the purchase of foreign dyes that had lately arisen. The result was that it was decided that Cantonese dyes shall in the future only use dyes of Cantonese manufacture and shall not purchase foreign dyes any more."

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on October 30th at the Board Room. The Hon. Dr. Atkinson (president) presided, and there were also present Hon. Mr. W. Chatham, Vice-President, Dr. F. Clark, Medical Officer of Health, Dr. McFarlane, Hon. Mr. A. W. Brown, Hon. Mr. E. A. Hewett, Mr. A. Shelton Hooper, Mr. H. Humphreys, Mr. Lau Chu-pak, Mr. Fung Wa-chun and Mr. G. A. Woodcock (secretary).

WHAT IS A COMMITTEE?

The President—I beg to move that the minutes of last meeting be confirmed.

Mr. Hooper—One minute before the motion is put. When we went into committee at last meeting on the question of cemetery bye-laws, there was a vote taken and that was not reported to the Board. I take it, therefore, that that vote is not binding.

The President—The matter was referred to the Crown Solicitor, but I don't think any vote was taken, as no committee was appointed to consider the matter.

Mr. Hooper—But we went into committee to consider the matter.

The President—That is just a fact. The matter has been referred to the Crown Solicitor.

Mr. Hooper—All right, I'm satisfied.

GENERAL CLEANING.

The President—pursuant to notice of motion, moved.

"That the Board under section 11 (2) of the Public Health and Buildings Ordinance 1903, as amended by Section 5 of Ordinance 23 of 1903, appoint a Select Committee consisting of the President and Messrs. Fung Wa-chun and Lau Chu-pak to consider all complaints arising in connection with the General Cleaning."

Mr. Lau Chu-pak intimated I think the select committee should also be authorised to arrange all the details in connection with the general cleaning as before 1903.

The President stated that the details were arranged for departmentally.

Mr. Hooper—Does that mean you report the result of its investigations to the Board?

The President—Yes, proceeding he said.

This house to house visitation is now an established fact. For the last five winters it has practically been carried out by the Chinese themselves under the supervision of the sanitary staff. On looking into the matter I find that last winter there was not any Select Committee appointed to consider any complaints that may arise, although in the previous winter there was such a committee. Under consultation with the Medical Officer of Health we thought it advisable to amend the procedure this year as compared with that of previous years, and I may say for the information of members that H.E. the Governor is in accord with what we decided to do.

We have decided in addition to cleaning the houses as we have hitherto done—that is to supply Jeye's fluid and hot water to the Chinese so that they can clean the houses themselves—we have decided that in addition to the houses being cleaned, the crannies and corners should be sprinkled with a solution of phenol. The object is to kill any disease germs of flies. All those who have studied plague have come to the conclusion that flies are the most active agent in the transmission of plague, so it behooves us to destroy flies so far as we possibly can. Dr. Clark pointed out that we should destroy flies in the houses, but what about the clothing? We have offered the Chinese that we will free of expense disinfect their clothing and do it with as little inconvenience to them as possible. I have spoken on the subject to two influential Chinese, and they have agreed to help us in every way they possibly can. I think we must look to the two Chinese members of the Board to assist us in carrying out this measure. You know it is customary to give two days' notice, and if the houses are not cleaned in that time the sanitary staff undertake the work. It is proposed to amend the ordinary notice by an addition pointing out that flies are an intermediary in spreading plague from infected rats and that it is the wish of the Board to exterminate them if possible, and that clothes ought to be disinfected. I know that in the past clothing has been spoiled in this way, and if such a committee as I move were appointed, it would consider complaints that may arise and make compensation where it was deemed proper. The Board has power under the bye-laws to compensate for any articles that are damaged. I may state that at the suggestion of the Governor this last paragraph concerning flies has been inserted in most Chinese newspapers for about a week.

Mr. Lau Chu-pak—Do I understand that it is compulsory for the Chinese to hand over their clothes to be disinfected?

The President—No, it is purely voluntary. That is why I ask the Chinese to co-operate with us.

The Registrar-General—I must say it took my breath away to find the Board consulted on the subject of this importance after apparently every arrangement had been made for it being carried out. It practically consists of a complete revolution of the system of cleaning which we have arrived at after a great deal of friction and after many trials of various kinds. I think it is a slight upon the Board that you, Sir, should come forward and treat it in this way. If there is to be any alteration in the system of cleaning as carried out, that question ought to be postponed until next meeting when the report can be considered.

The Vice-President seconded the President's motion.

The Registrar-General proposed an amendment that the question be postponed until next meeting.

Mr. Lau Chu-pak seconded.

Mr. Hooper—I would like to ask you, Sir, whether the Sanitary Department or the Sanitary Board has received any communication on this matter of flies, and how it has been dealt with in India by the use of liquid fuel. Whether you are aware that the Government of India has found it very efficacious in connection with the destruction of flies.

The President—Before the amendment is put to the meeting I should like to make a few remarks on the statements of the Registrar-General. I am astonished that anyone in his position should think for one moment that the President of this Board should attempt in any way to slight the Board. That has been far from my intention ever since I have been in this chair and I appeal to members present to say whether that is so or not. The reason why the change was made was because less than two weeks ago we received a report of the Indian Plague Commission which practically bore out the reason of my recommendation of this procedure to the Governor. As soon as I saw that report and read of the system now in force in India I felt it my duty to represent to His Excellency the measures taken by this most important commission, which in its preliminary report drew attention to the fact that flies were the intermediary agent between infected rats and man. It had been already found in the measures taken that this crude phenol had been most useful, and the only object I had in bringing it forward was to better the sanitary condition of the Colony.

Hon. Mr. Hewett—I am quite sure, Sir, all members of the Board will agree that what you've done has been in the best interests of the Colony, but at the same time I must confess that when any radical change of this sort is made it is better we should have your statement at one meeting so that we should be able to discuss it and vote on it at the next; or better still, a memorandum should be circulated. As such has not been circulated the matter has been sprung upon us, and under the conditions it is very much better that consideration of it should be postponed till next meeting, or if you think the matter urgent a special meeting could be called.

The President—I do not look upon it as a radical change—undertaking. The essence of cleaning operations is to clear away filth from houses while the process of killing flies is merely a secondary operation. If members think I have been remiss in not reporting this I apologise for it. I cannot do more.

Hon. Mr. Hewett—There is no question of apology.

Mr. Hooper—It seems to me we've rather mistaken the question. We are not asked to advise on the question as to whether cleaning and disinfecting operations are being carried out, but whether they could be done with more effect. I take it if we did not think this question necessary for the consideration of a committee the work would have been done by the sanitary department without coming before the Board. I understand it is a question of a committee being appointed.

The President—That is the motion, and the Registrar-General practically proposes an amendment that consideration be postponed until next meeting. I think it is an urgent matter, and as President of the Board would ask if you agree to pass the motion at this meeting.

The Registrar-General—I should not have moved for a postponement if it had not been for the information you gave us about proposed changes in the cleaning operations. I don't intend to dispute with you on its theoretical value, but the only practical way in which plague can be combated, as has been found in India, is by the competent cooperation of the people who are affected by it. Any change which might affect good results should first be considered, and that is the reason I ask for a postponement.

Mr. Lau Chu-pak—Sir, in former years—

The President—You are scarcely in order. There is a motion before the meeting.

The President explained that if the committee were appointed to consider the question, and they found that the Chinese objected to the change, they could bring the matter before the Board and it would be remedied.

The amendment was then put to the meeting, and afterwards the motion, the former being carried.

Mr. Hooper—Would you mind answering the question I put to you, Sir, about liquid fuel?

The President—The Medical Officer of Health has taken the advice of those we think most competent—the Public Works Department—and they have decided against its use on the ground that it is too inflammable.

Mr. Hooper—The question I put was whether that paper was addressed to the Board.

The President—Yes, I have given instructions for it to be circulated. I take it that the carrying of the amendment practically means that cleaning operations are to cease for a fortnight. Is that the wish of the Board? It is most important that general cleaning should not stop, and with your approval I shall give orders that cleaning shall go on under the old conditions.

Members agreed.

Mr. Humphreys—About this liquid fuel, you say you decided not to adopt it on account of it being inflammable. One of the opinions put forward in its favour is that it is not inflammable at all.

A QUESTION OF HEALTH.

With regard to the question of allowing the use of human excreta for manuring purposes, Messrs. Humphreys, Fung Wa-chun and the Medical Officer of Health were appointed a committee to consider the matter and report.

THE SCAVENGING CONTRACT.

The following letter was read from the scavenging contractor, Hongkong, 11th October.

Sir, I beg respectfully to apply that the Sanitary Board may pay me at their earliest convenience the balance of my contract fee due for last month. On the 1st and 9th instant I was only paid \$3,410 and \$1,898.25 respectively instead of the full amount, namely \$7,350. I do not know the object of the Board in keeping back my money, but I may point out that having lost heavily, in fact I may say all my capital, over this contract the only remnant of my capital being the boats and they have all been destroyed by the typhoon of the 18th ult., I am more in need of money than ever to pay my men to continue the scavenging work. The keeping back of the money by the Board can only tend to place obstacles in my way in getting the work done expeditiously. But this is not all I find that my sub-contractor Sham, Lu, is being engaged by the Board to do work at the exceptionally high rate of 50 cents to \$1 per cart load of refuse removed, and some of the dust carts are taken away from me after eight o'clock in the morning. This naturally leads to my scavenging work being further thrown out of order, as for far better pay he takes away my scavengers to do work for the Board instead of doing my work. Moreover it will be difficult to differentiate between a cart load of refuse removed for the Board and one removed for me as he uses the same carts and the same men. There is a chance of his charging twice for the same work. As my dust boats have all been destroyed by the typhoon and my contract is about to expire, I beg to request that the Government may, as it is to pay dust boats at its own expense to enable me to carry on my contract for the present. The boats thus bought can be taken over by the new contractor at the cost price which can be made a condition of the next contract. In conclusion I earnestly hope that the Board may be good enough to comply with my request. Yours faithfully, Leung Lu.

The Secretary wrote to the Medical Officer of Health—You will see from the attached statement that the amount expended during September on the removal of rubbish was \$1,041.71. Before deducting this amount from the amount due to the contractor you will please let me know whether any rubbish not specified in the contract was removed and if so by how much should the \$1,041.71 be reduced.

The Medical Officer replied—I can find no reason for statement of the amount to be deducted on the ground that any part of the work did not fall within the province of the scavenging contractor.

Mr. Hooper intimated—Where is the letter from the Government to the Board stating that they have settled it?

Mr. Lau Chu-pak—I should like to know if the contractor's complaint that his work had been given to his sub-contractor was well founded. How has the matter been settled? It appears that things are now done in camera by the Sanitary Department.

The President—There was no letter from the Government to the Board. The information was conveyed by a minute from the Colonial Secretary in a C.S.O.

THE GRAVE QUESTION AGAIN.

Mr. Tang E-chas applied for permission to mark out a large grave 12 feet by 12 feet on section B of the Chinese cemetery at Mt. Caroline.

The Secretary wrote stating that the Board could not allow this, and the applicant then applied for permission to mark out three grave spaces of the regulation size adjoining one another.

Mr. Lau Chu-pak intimated—Pending the selection of another site for a new cemetery by the committee, can't it be so arranged as to let the applicant have three grave spaces in section B?

The Registrar-General—I do not think this should be granted. Space is very limited in the cemetery.

The President—If the applicant has bodies which he wishes to be buried, well and good; but if not I do not think space should be granted "in advance."

The application was refused.

CITY REFUSE DISPOSAL.

The scavenging contractor submitted an application relative to the supply of junk for the disposal of city refuse. He stated that in view of the difficulty experienced by the sanitary authorities by reason of the lost dust boats, he ventured to offer his services for supplying sea-worthy junks with the necessary crew for the work. With his past long experience of the city scavenging work he could safely say that the lighter hired by the Government to take the refuse out to sea was far from sufficient to meet present requirements. He was prepared to supply eight sea-going junks of not less than 1,000 piculs capacity each to move along the Praya at the present boat stations for \$3,500 a month. Such household refuse as might be carried to the boat stations on the Praya would be carried on board by his men and taken out to sea off Green Island and dumped overboard. He would not undertake the work for a term of less than three months from date of signing the contract, but was prepared to proceed with a week's notice.

Mr. Lau Chu-pak—I understand the lighter is not sufficient to meet the present requirement and a nuisance is caused by the accumulation of rubbish on the Praya. What arrangement is being considered by the Government? I think the Board is entitled to know all the details.

The matter is to be considered.

MACAO DEATH RATE.

At a death rate per 1,000 per annum the Macao mortality statistics for the fortnight ending October 15th show a percentage of 39.5 and for the succeeding week 35.4.

WHITHER, CHINA?

Under this heading Mr. A. R. Colquhoun commences a series of articles in the Morning Post. He says—

No one who has taken any interest in the development of affairs in the Far East can fail to be perplexed by the anomalous position in which China now stands with regard to the Western World. The perplexity is increased by the variable character of the information received and the difference of opinion among those who should be capable of forming a judgment. Notwithstanding this lack of unanimity it must be confessed that to a great extent all the talk and writing about China of recent years has become conventionalised. The public may well be weary of it; perhaps they are not more weary than the writers, the talkers, or the Chinese themselves.

To-day neither the man "behind the scenes" nor he who photographs from the front row of the stalls seems to be able to give us the real China. We are struggling with a mass of contradictory evidence and conflicting impressions. Take the Reform Movement. Is the Chinese Government sincere in desiring reform? How can we doubt that a sense of China's weakness has really penetrated the heart of Manchu self-sufficiency when we read the remarkable edict in which the Emperor (for Emperor Dowager) says: "Our laws and our political system have become antiquated, and our country is always in trouble." It has been held that such an acknowledgment, such a confession of weakness, could hardly be expected from the present generation of Chinese rulers, and that without it reform could never begin. Well, confession has been made, administrative and constitutional reforms are promised, and with a seemingly real perception of the true needs of the country the general reform of the administration is denoted as the first point of attack. But—what fatal "but"—while this reforming Government is sending out these edicts, couched in language admirably moderate and yet perspicuous, the administration of the country is not better but worse than at any period for many years back. The recurrence of piracy and acts of violence and the frequent attacks on foreigners may be attributed to "local influences." The writer of this article can give no support to any such euphemistic explanation. One such outbreak, or two, might be sporadic, but the events of the last few months point to something far more serious—a real essence of lawlessness within the Empire which (once it is impossible to believe that it meets with the approval of the Government) can only be attributed to laxness or weakness of administration.

Take another aspect of the Reform Movement. We have heard a great deal of the military spirit being inculcated in China, and especially of the discipline and efficiency of the new "national" Army of Yuan Shih Kai. The writer has strong reasons for believing that Yuan Shih Kai's army is not national, not even provincial, like some of the other "armies" now being raised, but is mainly dynastic and personal. Military critics now disagree even as to the make-up of this force, on which so many hypotheses have been built up. What it does seem to be, China had accomplished two startling reforms already. She had a native department, which was not corrupt, and she had a native department at which was efficient. When the storm of applause had rolled by, however, the still, small voice of the doubter began to be heard. The Japanese officers and instructors, it is said, carefully arranged and stage-managed those autumn manoeuvres for the benefit of the West, and are at present arranging a similar "make-show" spectacle for October; the number of men on paper is not that in the field; the officers cannot possibly have mastered even the rudiments of their profession; the only thing clearly demonstrated by the manoeuvres is the possibility of training and disciplining the Chinese to a high point of symmetry. The writer, with only a layman's knowledge (or ignorance) of military matters, may make bold to say here, what he said long before Yuan Shih Kai began to drill his men with Japanese aid, that the Chinese soldier is excellent material for an army, that he can fight, and can obey with any soldier on earth. But he must be paid and led. The really surprising feature in Yuan Shih Kai's conduct is that up to the time of the 1905 manoeuvres at all events, the soldier appears to have got his pay and his food regularly. A miracle really had happened; a small beginning in the necessary campaign of financial reform had been made. If recent reports are to be believed, however (and they come from a source which should be reliable), the desertions from the Army of the North following the 1905 manoeuvres, and the fact that Yuan Shih Kai lately and the action taken with regard to the Chinese Customs was partly due to pressure brought to bear by the Viceroy, who wished to hypothecate some of the proceeds of this department to paying the overdue salaries of his "national" army. From a different source (entirely pro-Chinese and generally reliable) the writer learnt some time ago that the methods by which the Viceroy had been obtaining the necessary sinews of war were the time-honoured ones of extortion, collected in "Chinese sinews." His province was then reported to be nearly "sucked dry." It seems, therefore, that we must not build too much, from the "Reform" point of view, upon the "national" army, either as a military success or as an object-lesson in administration to reform. The provincial Viceroy, who are following suit in forming local armies, are ordering arms and ammunition according to habitual Chinese practice (not unknown elsewhere), by which the interests of every party concerned are considered before those of the soldier. China is arming herself with all sorts of guns and munitions, and she is equally ill-equipped. The country is flooded with deluded courage. The movement of officials from place to place, involving heavy bribery and extortion to boot, is as rife as ever. Railway construction, which China announced she would herself begin, is turned into railway obstruction. The Shanhai-Nanking line, for which two-thirds of the capital was raised in London, will be shortly at an end, standing for the other third, which the Government will not authorise to be raised despite her engagements in the matter. Chinese capitalists (who are comparatively few) and Chinese investors (who on a small scale are numerous) will not put their money into Chinese-controlled lines. Mining is at a standstill. But the Italy has been told before. It is a waiting story.

The most interesting and important of the changes now taking place in China is the revision of the educational system. Here at least there is genuine progress, real movement, though the direction in which it is tending is not yet clear. The great majority of the Chinese students go to Japan, where (according to the latest reliable figures from Chinese sources) there are at present about nine thousand, nearly all at Tokyo. It is obvious that the influences, educative and social, which are moulding these students are very different from those which formed the pioneers of the "new learning" in Japan. The latter went to Europe and America for their education; their minds were broadened by contact with people of various nationalities and by living in the midst of alien and advanced

PHOTO SUPPLIES

DEVELOPING AND PRINTING FOR AMATEURS UNDERTAKEN.

ENLARGEMENT A SPECIALITY.

LONG HING & CO.

No. 17, QUEEN'S ROAD.

THE ORIGINAL CANADIAN CLUB WHISKY.

DISTILLED AND BOTTLED

BY

HIRAM WALKER & SONS, LTD.

PER CASE 1 Doz. \$20.00

SOLE AGENTS:

H. PRICE & CO.

TELEPHONE No. 135.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

THE ROBINSON PIANO CO. LTD.

BUILD

THE MOST SERVICEABLE

PIANOS

FOR THIS CLIMATE,

THEY ARE

SOLIDLY CONSTRUCTED

AND ALL PARTS THOROUGHLY

SEASONED AT OUR FACTORY

HERE.

PRICES FROM \$300

CASH OR CREDIT.

HIRE FROM \$10 PER MONTH.

Hongkong, 22nd August, 1906.

[118]

wished to express his opinion that this remuneration was a very moderate one for the work done, especially considering the labour entailed in the reconstruction of the company three years ago, to which they owed the very thing that was now before them. It ought to be to the gratifying to shareholders and directors alike to find that the result of the original capital they now got 15 per cent on the reduced capital. This result was very creditable to the directors; and their remuneration, considering the work he had referred to, was so moderate that he was sure the resolution would be carried with acclamation.

Mr. Butler asked if this would be any increase on what had been paid before.

The Chairman said it would not, as the accounts showed.

Mr. J. M. Young seconded the resolution, which was carried unanimously.

Mr. H. J. Such proposed, and Mr. G. Butler seconded, the resolution that Messrs. G. R. Wingrove and H. G. W. Hayer be re-elected auditors of the company. This resolution was also carried unanimously.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report—

On the 29th at 4.15 p.m.—Orders issued to hoist the Black Cone point downwards and Drum. (Typhoon S.E. of Colony within 300 miles).

On the 30th at 6.40 a.m.—Orders issued to hoist the Black Cone point downwards (typhoon S. of Colony within 300 miles) and at 11.15 a.m. to hoist the Black Cone point downwards and Ball (typhoon S.W. of Colony within 300 miles).

The barometer is inclined to rise in Hongkong. It has fallen over the E. coast of China, S.W. Japan and the Loochees.

The depression in the China Sea appears to be situated to the S.W. of Hongkong, and to be moving towards Hainan.

A depression is lying also over the Yangtze Valley.

Pressure is highest over W. Japan.

Rough weather is indicated over the N.W. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.08 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

Hongkong & Neighbourhood fresh, squally, showers.

Formosa Channel... fresh, squally, moderate.

South coast of China between... E. winds, Hongkong and Loochees fresh.

South coast of China between... N. and N.E. winds, strong to gales.

Shanghai and Hainan... N. and N.E. winds, strong to gales.

Show me a millionaire and I will show you a man who gets for nothing many of the things that a poor man has to pay for or go without.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press office, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PAKSAS. Codes: A.B.C. 5th Ed. 1000.

NEW ADVERTISEMENTS

NOTICE.

IT IS HEREBY NOTIFIED that on and after THURSDAY, the 1st November, the SUPPLY OF WATER in the Eastern Main Districts will be controlled by bringing the Water Mains into operation and that the Water will be turned on to each Main daily for TWO CONSECUTIVE HOURS between the hours of 6 a.m. and 6.30 p.m.

Particulars concerning the hours of supply to any property can be obtained on application to the Water Authority, the TONG WA HOSPITAL or the RESIDENTIAL GENERAL WATER AUTHORITY.

Public Works Department, Hongkong, 29th October, 1906. [2006]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

THE SHARE CERTIFICATES Nos. 1641, 1643, for SIXTY SHARES numbered 4637, 4596 inclusive, Fully paid up, standing in the Register in the name of JAMES DOUGLAS CHRISTIE, of Hongkong, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that the said Certificates are hereby cancelled at the Office of the Company, Queen's Buildings, Victoria, Hongkong, before the 30th November, 1906. New Certificates for the said Shares will be issued, and the old certificates will thereafter be held by the Company as Null and Void.

T. H. ROSE, Secretary. Hongkong, 31st October, 1906. [2007]

TO LET.

BISHOP'S LODGE SOUTH, PEAK. Partly Furnished or Unfurnished, with early possession. Close to Tram.

Apply to—DENNIS & BOWLEY. Hongkong, 31st October, 1906. [2008]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On FRIDAY, the 2nd November, 1906, at 11 a.m., at their SALES ROOMS, No. 3, Des Vaux Road (Corner of Lee House Street), SUNDRY VALUABLE HOUSEHOLD FURNITURE.

Comprising: DOUBLE and SINGLE IRON BEDSTEADS with WIRE and HAIR MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, WRITING TABLES, TEAKWOOD SIDE BOARDS and DINETTE WAGGONS with GLASS, MARBLE TOP WASHSTANDS, GLASS and CROCKERY WARE, PICTURES, &c., &c., &c.

Also A Fine Selection of CARVED BLACKWOOD CABINETS and DESKS, One COTTAGE PIANO by Haake, Hammer, One GRAMOPHONE and RECORDS.

And One CASH REGISTER.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 31st October, 1906. [2009]

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN"

Captain J. S. Roach, will be despatched for the above Ports TO-DAY, the 31st inst., at NOON, instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers. Hongkong, 30th October, 1906. [2003]

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIMUN"

Captain A. J. Roach, will be despatched for the above Ports TO-MORROW, 1st Nov., at NOON, instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers. Hongkong, 30th October, 1906. [2004]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN."

Captain McArthur, will be despatched for the above Ports on SATURDAY, 1st December, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, &c., &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 31st October, 1906. [2010]

INTIMATIONS

CORKS—CORKWOOD. The Undersigned wishes to Communicate with Agent or Importers. Please address stating references: LOUIS POULSEN, Copenhagen, Denmark. [1906]

WANTED.

TWO FURNISHED ROOMS with Bath-room attached for a bachelor. Central locality preferred. Without Board. Apply to—X. M. "Daily Press" Office. Hongkong, 30th October, 1906. [1999]

EDUCATIONAL.

ENGLISH LADY desires Morning Engagement. Usual English Subjects and French. Apply—Care of "Daily Press" Office. Hongkong, 30th October, 1906. [1997]

DANCING LESSONS.

WE beg to inform the Public that we shall open our DANCING CLASS on the 1st day of November, at No. 3, Lower Castle Road. Terms Moderate. For Further Particulars, apply to—Mrs. GREEN, No. 31, Seymour Road, or Mr. PIGEON, No. 3, Pender's Hill. Hongkong, 30th October, 1906. [1998]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady. Apply by letter to—B. R. Care of Office of this Paper. Hongkong, 16th August, 1905. [1577]

NOTICE.

WE have Established Ourselves To-day under the Firm Name ULDERUP & SCHLUTER, Hongkong, as GENERAL MERCHANTS and ENGINEERING AGENTS. T. P. ULDERUP, C. SCHLUTER, Office 1 & 2, Deacons Hall Arcade. Hongkong, 15th October, 1906. [1910]

HARBOUR NOTIFICATION.

IT IS HEREBY NOTIFIED that Divers' Boats or Lighters raising moorings or wrecks must exhibit Red Flag in the day time and Red Light at Night.

Masters of Vessels are requested to show consideration with regard to speed when passing such Boats.

CHARLES WILLIAM BECKWITH, Lieutenant, R.N., Harbour Master, &c. HARBOR DEPARTMENT. Hongkong, 27th October, 1906. [1993]

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and Report on the following matters, viz.—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order, W. BOWEN-ROWLANDS, Secretary. Hongkong, 7th July, 1906. [1381]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sunday excepted to receive and deliver perishable goods. Wm. PARLANE, Manager. Hongkong, 18th November, 1901. [147]

NEWLY OPENED HARDWOOD STORE.

WING MOW LUNG, 82, Wing Lok Street, 2nd Floor.

JUST ARRIVED. HARDWOOD and TEAKWOOD of all kinds. Prices exceptionally Cheap. Inspection earnestly solicited. Hongkong, 18th October, 1906. [1938]

JUST PUBLISHED.

NOW ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英中 年十五

FROM 1st JANUARY, 1911 TO 31st DECEMBER, 1913, BEING FROM THE 1st YEAR OF THE 76th CYCLE TO THE 50th YEAR OF THE 76th CYCLE, THAT IS THE 3rd YEAR OF TUNG CHI TO THE 39th YEAR OF KWANG SU.

PRICE \$2 CASH.

On Sale at the HONGKONG "DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World represented by Agents on receipt of Money Order.

Hongkong, 3rd October, 1906. 1841

PUBLIC COMPANIES

HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ANNUAL MEETING of Shareholders in the above Company will be held at the Company's Office, No. 13 HORN MAISON, on SATURDAY, November 3rd, at 12 Noon, for the purpose of presenting the Report and Statement of Accounts to 30th September, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st October to 3rd November, both days inclusive.

J. W. KEW, Manager. Hongkong, 24th October, 1906. [1970]

THE DAIRY FARM CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TENTH ORDINARY YEARLY MEETING of Shareholders in the above Company will be held at the Company's Office, 2, Lower Albert Road, Hongkong, on MONDAY, the 19th November, 1906, at 11 a.m. for the purpose of presenting the Report of the Directors and Statement of Accounts to the 31st July, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th November, 1906, both days inclusive.

By Order, S. A. SETH, Secretary. Hongkong, 29th October, 1906. [1994]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 5687 for ONE HUNDRED SHARES numbered 37701 to 37800 inclusive, Fully Paid-up, standing in the Register in the name of JAMES DOUGLAS CHRISTIE, of Hongkong, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that unless the said Certificate is produced at the Office of the Company, Alexandra Buildings, Des Vaux Road, Hongkong, before the 17th November, 1906, a New Certificate for the said Shares will be issued and the old certificate will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 17th October, 1906. [1928]

INSURANCES

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO. Hongkong, 1st January, 1904. [2000]

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1905 217,827,119.

I. AUTHORIZED CAPITAL... £3,000,000

SUBSCRIBED CAPITAL... 2,750,000

PAID-UP CAPITAL... 827,500 0 0

II. FINE FUNDS... 3,386,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents. Hongkong, 11th July, 1906. [1949]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents. Hongkong, 21st April, 1897. [311]

THE GLOBUS INSURANCE COMPANY. OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co. Hongkong, 13th August, 1906. [1535]

MITSU BISHI DOCKYARD AND ENGINE WORKS. NAGASAKI.

CODE WORD: "DOCK"

A.I. A.B.C. and Engineering Code Used. NEW DOCK NOW OPEN.

DOCK NO. 3.

Extreme Length... 722 feet

Length on Blocks... 714 "

Width of Entrance on Top... 86 "

Width of Entrance on Bottom... 84 "

Water on Blocks at Spring Tide... 34 "

DOCK NO. 1.

Extreme Length... 521 feet

Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 7 "

Water on Blocks at Spring Tide... 64 "

DOCK NO. 2.

Extreme Length... 371 feet

Length on Blocks... 363 "

Width of Entrance on Top... 86 "

Width of Entrance on Bottom... 22 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000 TONS.

THE WORKS are well equipped with the LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for Short Notice. 1175

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from the TRUSTEE IN BANKRUPTCY, to Sell by Public Auction, On FRIDAY, the 2nd November, 1906, at 2.30 p.m., at No. 1, O'BRYEN TERRACE, Kowloon, SUNDRY HOUSEHOLD FURNITURE.

Comprising: TAPESTRY COVERED DRAWING ROOM SUITE, BLACKWOOD SOFAS and CHAIRS, IRON BEDSTEADS and BEDDING, TEAKWOOD WARDROBE with GLASS, WASHSTANDS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, OVERMANTLES, PICTURES, GLASS and CROCKERY WARE, COOKING STOVE and UTENSILS, &c., &c. Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 30th October, 1906. [2001]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 5th day of November, 1906, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of One Lot of Crown Land, at North Point, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

1906, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of One Lot of Crown Land, at North Point, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

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1906, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of One Lot of Crown Land, at North Point, in the Colony of Hongkong, for a term of 7

SHIPPING.

ARRIVALS.

ANDERSON, British str., 1,420 T. T. How, 30th Oct.—Kobe 29th Oct. General.
 BIRCH, British str., 1,420 T. T. How, 30th Oct.—Kobe 29th Oct. General.
 CLAYDON, British str., 2,085 T. Parker, 29th Oct.—Cardiff 29th Oct. General.
 PERKINS, British str., 1,475 T. T. How, 30th Oct.—Kobe 29th Oct. General.
 OSAKA SHOSSEN KAISHA, 30th Oct.—Tientsin 29th Oct. General.
 HAMBURG, British str., 2,406 T. Dierckx, 30th Oct.—Bremen 29th Oct. General.
 LONDON, British str., 1,420 T. T. How, 30th Oct.—Kobe 29th Oct. General.
 JARDINE, British str., 1,420 T. T. How, 30th Oct.—Kobe 29th Oct. General.
 MATTHEW, British str., 1,420 T. T. How, 30th Oct.—Kobe 29th Oct. General.
 NIKORAR, British str., 1,420 T. T. How, 30th Oct.—Kobe 29th Oct. General.
 PHILIP, British str., 1,420 T. T. How, 30th Oct.—Kobe 29th Oct. General.
 DIADEM, British str., 1,420 T. T. How, 30th Oct.—Kobe 29th Oct. General.
 KING ALBERT, British str., 1,420 T. T. How, 30th Oct.—Kobe 29th Oct. General.
 MOSMOUTH, British str., 1,420 T. T. How, 30th Oct.—Kobe 29th Oct. General.
 RITA, British str., 1,420 T. T. How, 30th Oct.—Kobe 29th Oct. General.
 SHOSSEN KAISHA, 30th Oct.—Tientsin 29th Oct. General.
 YAMATO MARU, Japanese str., 2,306 T. H. L. Harrison, 30th Oct.—Nagasaki 29th Oct. General.
 YAMATO MARU, Japanese str., 2,306 T. H. L. Harrison, 30th Oct.—Nagasaki 29th Oct. General.

CLEARANCES.

At the Harbour Master's Office.
 Oct. 31st.
 NIKORAR, Japanese str., for Nagasaki.
 YAMATO MARU, Japanese str., for Nagasaki.
 YAMATO MARU, Japanese str., for Nagasaki.

DEPARTURES.

CHONGSHING, British str., for Canton.
 CHONGSHING, British str., for Canton.
 CHONGSHING, British str., for Canton.
 CHONGSHING, British str., for Canton.
 CHONGSHING, British str., for Canton.
 CHONGSHING, British str., for Canton.
 CHONGSHING, British str., for Canton.
 CHONGSHING, British str., for Canton.
 CHONGSHING, British str., for Canton.
 CHONGSHING, British str., for Canton.

SHIPPING REPORTS.

The British str. *Longford* reports: Rough N.E. monsoon and dry weather. Fresh monsoon and rough sea, dull and cloudy weather. The British str. *Clarendon* reports: Fine weather and moderate monsoons. On 25th inst. spoke KNQF. American 1-masted barque, lat. 12° 25' N., long. 119° 11' E.

VESSELS IN DOCK.

At the Harbour Master's Office.
 Oct. 31st.
 CHONGSHING, British str., for Canton.
 CHONGSHING, British str., for Canton.
 CHONGSHING, British str., for Canton.
 CHONGSHING, British str., for Canton.
 CHONGSHING, British str., for Canton.
 CHONGSHING, British str., for Canton.
 CHONGSHING, British str., for Canton.
 CHONGSHING, British str., for Canton.
 CHONGSHING, British str., for Canton.
 CHONGSHING, British str., for Canton.

VESSELS ON THE BERTH.

"GLEN" LINE OF STEAMERS.
 FOR LONDON AND ANTWERP.
 The Steamship
 "GLEN" will be despatched as above on WEDNESDAY, the 7th November.
 For Freight, apply to
 MCGREGOR BROS. & CO.,
 Hongkong, 17th October, 1906. [1925]

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.
 STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERREAN and BLACK SEA PORTS.
 The Steamship
 "AUSTRALIEN" will be despatched as above on TUESDAY, the 13th November, at 1 P.M.
 This steamer connects at Colombo with the Australian line to Sydney, bound for Marseilles via Bombay and Aden.
 Passengers tickets and through bills of lading issued for above ports.
 Cargo also booked for principal places in Europe.
 Next sailings will be as follows:
 S.S. "TONKIN" ... 27th Nov.
 S.S. "ERNEST SIMONS" ... 11th Dec.
 S.S. "POLYDOR" ... 25th Dec.
 S.S. "CARLTON" ... 8th Jan.
 S.S. "SALAZIE" ... 22nd Jan.
 G. DE CHAMPEAUX, Agent.
 Hongkong, 31st October, 1906. [2]

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK.
 (With Liberty to Call at the Malabar Coast).
 The Steamship
 "YEDDO" will be despatched for the above Port on or about the 13th November.
 For Freight, apply to
 ARNOLD, KARBURG & CO.,
 Hongkong, 4th October, 1906. [1853]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.
 The Steamship
 "DAKOTAH" will be despatched for the above Ports on or about the 21st November.
 For Freight and further particulars, apply to
 SHEWAN, TOMES & CO.,
 Agents.
 Hongkong, 24th October, 1906. [1971]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	SIMLA	Brit. str.	—	C. D. Goldsmith	P. & O. S. N. Co.	On 3rd Nov. at Noon.
LONDON & ANTWERP	GLENN	Brit. str.	—	Houghton	McGregor Bros. & Co.	On 7th Nov.
LONDON & ANTWERP	NILE	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	About 8th Nov.
LONDON & ANTWERP	MERIONETHSHIRE	Brit. str.	—	Lemoine	SHEWAN, TOMES & CO.	About 15th Nov.
MARSEILLES, HAVRE, COPENHAGEN, &c.	NIKORAR	Dan. str.	—	Ch. Polack	MELCHERS & CO.	On 13th Nov. at 1 P.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	PRINCESS ALICE	Ger. str.	—	Ch. Polack	MELCHERS & CO.	Quick despatch.
HAVRE & HAMBURG VIA STRAITS, &c.	TEUTONIA	Ger. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov. at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	HELVETIA	Ger. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGROVIA	Ger. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
TRIESTE, &c. VIA SINGAPORE, &c.	TRIESTE	Aus. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
BOSTON & NEW YORK	PETRONIA	Rus. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
NEW YORK	GHIAZZE	Brit. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
NEW YORK	SHIMOSA	Brit. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
NEW YORK VIA PORTS & SUEZ CANAL	YEDDO	Brit. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	BRAEMAR	Brit. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
VICTORIA (B.C.) & TACOMA VIA JAPAN	ATHENIAN	Brit. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
SAN FRANCISCO VIA PORTS	KASATO MARU	Jap. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
AUSTRALIAN PORTS VIA MANILA	DAKOTAH	Brit. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
AUSTRALIAN PORTS VIA MANILA	WILLERD	Ger. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
YOKOHAMA VIA SHANGHAI, MOJI & KOBÉ	SAN DOMINGO	Dan. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
YOKOHAMA, KOBÉ & VLADIVOSTOK	TEIMAR	Brit. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
JAPAN VIA SHANGHAI	TEIMAR	Dut. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
TSINGTAI, CHEFOO & NEWCHANG	HANYANG	Brit. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
TIENSIN	CHONGSHING	Brit. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	SHOSHU MARU	Jap. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	SHOSHU MARU	Jap. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
SHANGHAI	KWONGSANG	Brit. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
SHANGHAI	SWAHSING	Brit. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
SHANGHAI	MALEA	Brit. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
SHANGHAI	RHENANIA	Ger. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
SHANGHAI, KOBÉ & YOKOHAMA	BRELOW	Ger. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
SHANGHAI, KOBÉ & YOKOHAMA	ANDALUSIA	Ger. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
SHANGHAI, KOBÉ & YOKOHAMA	YOHOU	Brit. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
SHANGHAI, KOBÉ & YOKOHAMA	NINGPO	Brit. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
SHANGHAI, KOBÉ & YOKOHAMA	JOSHIN MARU	Jap. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
SHANGHAI, KOBÉ & YOKOHAMA	FUKUSU MARU	Jap. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
SHANGHAI, KOBÉ & YOKOHAMA	HAITA	Brit. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
SHANGHAI, KOBÉ & YOKOHAMA	QUANTA	Ger. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
SHANGHAI, KOBÉ & YOKOHAMA	HAIMUN	Brit. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
SHANGHAI, KOBÉ & YOKOHAMA	TAMING	Brit. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
SHANGHAI, KOBÉ & YOKOHAMA	LOONGSANG	Brit. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
SHANGHAI, KOBÉ & YOKOHAMA	RUSSIA	Brit. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
SHANGHAI, KOBÉ & YOKOHAMA	ZAFIRO	Brit. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
SHANGHAI, KOBÉ & YOKOHAMA	MAUSANG	Brit. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.
SHANGHAI, KOBÉ & YOKOHAMA	KUMSANG	Brit. str.	—	Ch. Polack	MELCHERS & CO.	On 10th Nov.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. Almond	Manila via Amoy	On 2nd Nov., 5 P.M.
ZAFIRO	2540	R. Almond	Manila	On 10th Nov., Noon.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 29th October, 1906. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).
 S.S. "BRAEMAR" ... About 20th November.
 For Freight and further information apply to
SHEWAN TOMES & CO.,
 GENERAL AGENTS.
 Hongkong, 9th October, 1906. [19]

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPENHAGEN, SCANDINAVIAN, &c.	"NIKORAR"	On or about 30th Oct.
YOKOHAMA, KOBÉ and	"SIAM"	About end of Nov.
VLADIVOSTOK	"SAN DOMINGO"	On 6th Nov.
ODessa	"CAMBODIA"	On or about 3rd Dec.
	"PETRONIA"	On or about 10th Dec.

For Further Particulars, apply to
MELCHERS & CO.,
 AGENTS.
 Hongkong, 29th October, 1906. [1357]

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STRAITS TO SAIL.

DESTINATION	STEAMERS	DATE OF SAILING
TIENSIN	"CHEONGSHING"	Thursday, 1st Nov., 4 P.M.
SHANGHAI	"KWONGSANG"	Friday, 2nd Nov., 4 P.M.
MANILA	"LOONGSANG"	Friday, 2nd Nov., 4 P.M.
SANDAKAN	"MAUSANG"	Saturday, 3rd Nov., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday, 3rd Nov., 5 P.M.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.

‡ Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
 GENERAL MANAGERS.
 Hongkong, 29th October, 1906. [18]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA, B.C. AND TACOMA

VIA
 MOJI, KOBÉ AND YOKOHAMA.

STEAMERS TONS CAPTAIN SAILING DATE

TRENTON 9,606 T. W. Garlick On 24th November.

PLEIADES 3,753 F. G. Farrington About 20th December.

LYRA 4,417 G. V. Williams On 24th December.

SHAWMUT 9,606 E. V. Roberts On 23rd January.

HYADES 3,753 J. Alwen On 30th January.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TRENTON" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS, Hongkong, 29th October, 1906. [7]

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "REHENANIA," "HABSBURG," "HOHENSTAUFEN," and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first-class. Cabins, Amidships, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardess carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBÉ, YOKOHAMA, TSINGTAI, CHEFOO AND TIENSIN VIA SHANGHAI.

RHENANIA ... Capt. v. Hoff ... 5th November

HOHENSTAUFEN ... Jager ... 2nd December

SILESIA ... Balle ... 2nd January

SCANDIA ... v. Doehren ... 1st February

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

HABSBURG ... Capt. Filler ... 2nd November

RHENANIA ... v. Hoff ... 14th December

HOHENSTAUFEN ... Jager ... 11th January

SILESIA ... Balle ... 18th February

SCANDIA ... v. Doehren ... 22nd March

HABSBURG ... Filler ... 5th April

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBÉ & YOKOHAMA ... 5th November

FOR SHANGHAI, KOBÉ & YOKOHAMA ... 13th November

FOR SHANGHAI, KOBÉ & YOKOHAMA ... 26th November

FOR SHANGHAI, KOBÉ & YOKOHAMA ... 2nd December

NEXT SAILINGS HOMEWARD.

FOR HAVRE & HAMBURG ... 2nd November

FOR ANTWERP & HAMBURG ... 10th November

FOR HAVRE, BREMEN & HAMBURG ... 16th November

FOR HAVRE & HAMBURG ... 20th November

FOR HAVRE & HAMBURG ... 30th November

For Steamer of the Coast Service Marked † to SIEMSEN & CO. [12]

VESSELS ON THE BERTH.

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

"SHIMOSA" ... 2nd Nov.

"SAINT PATRICK" ... 5th Dec.

FOR BOSTON AND NEW YORK.

"GHAAZE" ... 24th Nov.

For Freight and further information, apply to
DODWELL & CO., LD.,
 Agents.
 Hongkong, 29th October, 1906. [787]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SIMLA,"

Captain C. D. Goldsmith, carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 3rd November, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. *Britannia*, 6,325 tons, from Colombo, Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable Mail cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on 15th December.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
 E. A. HEWITT,
 Superintendent.
 Hongkong, 22nd October, 1906. [1]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON, &c. via Usual Ports	SIMLA	Naam, 3rd November	See Special of Call
SHANGHAI	MALTA	About 3rd November	Freight and Passage.
YOKOHAMA via SHANGHAI, FORMOSA, MOJI and KOBE	FORMOSA	About 4th November	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NILE	About 4th November	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 29th October, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	YOHOW	On 31st October.
MANILA	TAMING	On 31st October.
TSINGTAU, CHEFOO & NEWCHWANG	HANYANG	On 2nd November.
SHANGHAI	SHAOHSING	On 3rd November.
NINGPO and CHINKIANG	NINGPO	On 3rd November.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CALENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	TAIYUAN	On 12th November.
KOBE	TSINAN	On 14th November.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th October, 1906.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMUI via SWATOW	JOSHIN MARU	SUNDAY, 4th Nov.
AND AMOY	at 10 A.M.	
SHANGHAI via SWATOW	SHOSHU MARU	THURSDAY, 1st Nov.
AND AMOY	at 10 A.M.	
SHANGHAI via SWATOW	SOSHU MARU	FRIDAY, 2nd Nov.
AND AMOY	at 10 A.M.	
ANPING via SWATOW	FUKUSHE MARU	SATURDAY, 3rd Nov.
AND AMOY	at 10 A.M.	
SWATOW	QUARTA	THURSDAY, 1st Nov.
	at 10 A.M.	

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unvalued Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 29th October, 1906. T. ARIMA, Manager.

PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.

VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOC

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 29TH APRIL AND LONDON ON THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 First and £42 Second Saloon,
To LONDON—£65 First and £44 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGETAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINCESS ALICE	WEDNESDAY 7th November
BOON	WEDNESDAY 21st November
BUELOW	WEDNESDAY 5th December
PRINZ REGENT LUITPOLD	WEDNESDAY 19th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 2nd January
SEYDLITZ	WEDNESDAY 16th January
PRINZ HEINRICH	WEDNESDAY 30th January
GNEISSNAU	WEDNESDAY 13th February
PREUSSEN	WEDNESDAY 27th February

ON WEDNESDAY, the 7th day of NOVEMBER, 1906, at NOON the Steamship "PRINCESS ALICE," Captain Ch. Polack, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 5th Nov. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 6th Nov., and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 6th Nov.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardsess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	\$61 0 0	\$42 0 0	\$22 0 0
return	\$1 0 0	\$3 0 0	\$3 0 0

TO SOUTHAMPTON, LONDON, BREMEN
AND HAMBURG

	1st Class	2nd Class	3rd Class
return	\$5 0 0	\$4 0 0	\$2 0 0
return	\$7 0 0	\$6 0 0	\$3 0 0

* TO NEW YORK VIA SUEZ

	1st Class	2nd Class	3rd Class
via NAPLES, GENOA OR GIBRALTAR	\$64 0 0	\$44 0 0	\$26 0 0
return	\$115 0 0	\$79 0 0	\$47 0 0
via BREMEN OR SOUTHAMPTON	\$68 0 0	\$46 0 0	\$27 0 0
return	\$123 0 0	\$83 0 0	\$49 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES to be applied as via NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers' expense.

TOUR VIA INDIA: Passengers have the option of using a Steamer of the British India S. N. Co., from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT: Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
WILLEHAD	TUESDAY, 13th Nov.
PRINZ SIGISMUND	TUESDAY, 11th Dec.
SANDAKAN	TUESDAY, 8th Jan.

ON TUESDAY, the 13th NOVEMBER, at NOON, the Steamship "WILLEHAD," Captain Obenauer, with Mails, Passengers and Cargo, will leave this port as above. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50	\$30	\$20
TO NEW GUINEA	\$25	\$15	\$10
TO BRISBANE	\$20	\$12	\$8
TO SYDNEY	\$23	\$13	\$9
TO MELBOURNE	\$24	\$14	\$10
TO YOKOHAMA	\$80	\$50	\$30
TO KOBE	\$85	\$55	\$35
TO YOKOHAMA and back from KOBE	\$140	\$85	\$50
TO HONGKONG	\$140	\$85	\$50

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$97 0 0
TO EUROPE VIA AUSTRALIA AND AMERICA	\$96 0 0

From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San Francisco by the O. S.S. Co's steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "BUELOW"	Wednesday, 7th Nov.
KOBE & YOKOHAMA	Wednesday, 21st Nov.
SHANGHAI, NAGASAKI, "PRINZ REGENT LUITPOLD"	Wednesday, 21st Nov.
KOBE & YOKOHAMA	Wednesday, 21st Nov.
* YOKOHAMA and KOBE "PRINZ SIGISMUND"	Wednesday, 21st Nov.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. S.S. Co., T. K. K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:

	1st Class
To London via Plymouth or Southampton	\$62 0 0
To Bremen	\$63 10 0
To Paris via Cherbourg	\$65 0 0
To Naples, Genoa via Gibraltar	\$65 0 0

Passage money payable in local currency at current sight Bank, rate of Exchange on the day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINCESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS & CO.,
AGENTS.

Hongkong, 12th October, 1906.

CANADIAN PACIFIC RAILWAY. COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 days Across the Pacific to the "EMPRESS LINE," Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
15 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA"	6,000	on or	THURSDAY, 22nd Nov.	10th Dec.
"ATHENIAN"	3,882	on or	WEDNESDAY, 28th Nov.	22nd Dec.
"EMPRESS OF JAPAN"	6,000	on or	THURSDAY, 29th Nov.	7th Jan.
"MONTEAGLE"	6,163	on or	WEDNESDAY, 26th Dec.	19th Jan.

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI through the INLAND SEA OF JAPAN, KOLBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22½ days from YOKOHAMA and 29½ days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 200; via New York 262.
Intermediate on Steamers: £40, "and 1st Class Railways" £42.

R.M.S. "MONTEAGLE," "ATHENIAN" and "ATHENIAN" carry Intermediate passengers only at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
Corner Pedlar Street and Praya opposite Blake Pier.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU	JAVA	Second half of November	JAPAN via SHANGHAI	Second half of November
TJILIWONG	JAPAN	Second half of November	JAVA PORTS	Second half of November
TJILATJAP	JAPAN	Second half of November	JAVA PORTS	First half of December
TJIBODAS	JAPAN	Second half of November	JAVA PORTS	First half of December
TJIPANAS	JAVA	First half of December	JAPAN via SHANGHAI	First half of December

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

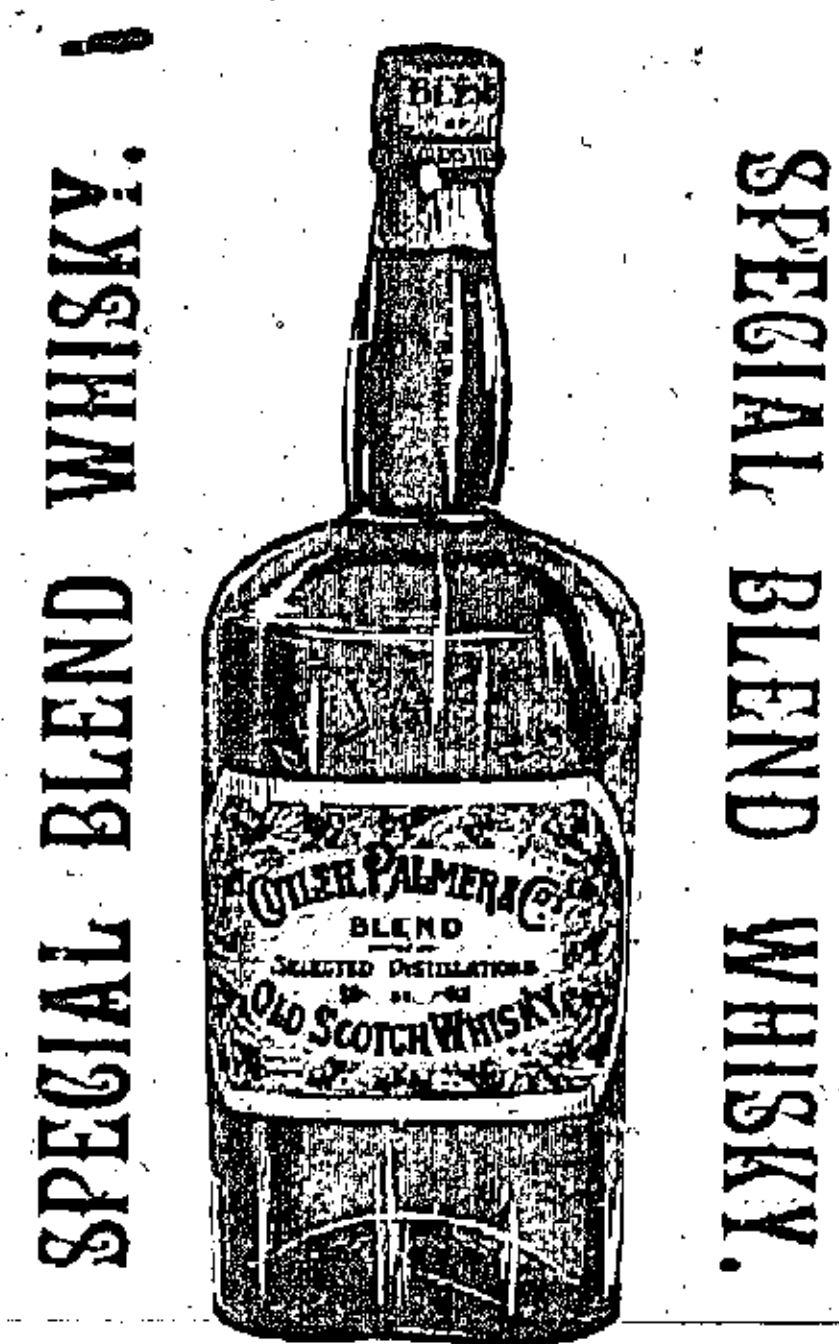
JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 29th October, 1906.

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Cutler, Palmer & Co.'s



SPECIAL BLEND WHISKY.
SHIPPERS
Cutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO.,
HONGKONG.

PASSENGERS.

ARRIVED.

Per Rube, from Manila, Mr. A. Scension.

Per Hainan, from Tamsui, &c. Messrs.

Daniels and Windsor.

Per Looyang, from Manila, Col. West.

U.S.N. Messrs. Le Roy, A. Bartlett, F. M.

Muir, and Miss Minnie Edwards.

DEPARTED.

Per Tourane, for Saigon, Messrs. B. Kruss.

Per Pratt, M. Ponce, Mr. and Mrs. Lino; for

Singapore, Messrs. C. M. G. Burnie and

Jasomai; for Colombo, Mr. T. W. Corkhill; for

Marseilles, Messrs. H. L. C. J. Jeannel, Francisco

G. de Quirós, Francisco X. de Poiva, Francisco

Garcia, Antonio V. de Conceição, Joaquim

Fernandes, Jose dos Santos, Luiz Francisco,

and Jose Lopes da Silva.

Per Tonkin, for Shanghai, Mr. P. Luttinghaus,

Rev. P. Charles Thibaud, Messrs. Joe Bush,

M. M. da Silva, and Carl Windridy; for Yoko-

hama, Comte de Flaux and Mr. J. H. J. Baker.

Per Siberia, for San Francisco, &c. Messrs.

R. D. Harvey, R. A. McWilliams, H. P. White,

Mr. and Mrs. Geo. H. Eastman, Mrs. I. N.

Wildor and family, Mr. and Mrs. L. Ardan,

Messrs. J. A. Jupp, W. Taylor, T. D. McKay,

Mrs. R. M. Hearer, Mr. A. E. Fawland, Mr.

and Mrs. H. C. Cheek, Messrs. J. W. Green,

F. D. Deacon, J. G. Martin Jr., F. Dowell,

G. B. Atkinson, T. E. Griffith, Thos. Hough,

Sir G. Paul Chater, Mr. C. E. Chater, Mr. and

Mrs. G. H. Waters and son, Messrs. Patrick

Lain, A. H. Turner, P. E. Nettles, C. E. Mc-

Ghee, Mr. and Mrs. A. J. Francis, Mr. L. M.

Kreplever, Mr. and Mrs. W. W. Nicholls,

Messrs. Chas. T. Palmer, G. G. Hard, Mr. and

Mrs. D. P. Barrows and family, Miss R. Cable,

Mr. C. J. Conell, Mr. and Mrs. Hegor and son,

Messrs. J. L. Ball, G. H. Shishina, Mr. W. E.

Anderson, Miss Anderson, Messrs. W. E.

Kennedy, A. C. McMillan, Capt. Lyons, Mr. R.

N. Carvine, Mr. and Mrs. C. P. Hathaway,

Mrs. H. Vernon, Mr. D. Turnbull, Capt. and

Mrs. G. Parton, Mr. A. J. Isoral, and Capt. H.

L. Talbot.

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. str. *Malta* left Singapore for this

port on the 27th Oct., at 4 p.m., and is due here

on the 2nd Nov., at 6 a.m.

THE GERMAN MAIL.

The I.G.M. str. *Prinzess Alice* left Kobe via

Nagasaki and Shanghai on Sunday, the 28th

Oct. p.m., and may be expected here on or about

Tuesday, the 6th Nov., a.m.

The I.G.M. str. *Bellevue* left Colombo on Satur-

day, the 27th Oct. a.m., and may be expected

here on or about Wednesday, the 7th Nov.

THE AMERICAN MAIL.

The P.M. str. *Algon* sailed from San Francisco

for Hongkong on the 29th Oct.

THE MERCHANT STEAMERS.

The H.A. str. *Hatfield* left Shanghai on

the 28th inst., at 9 a.m., and may be expected

here on the 31st inst.

The N.Y.K. str. *Kanokura Maru* (European

Line) left Singapore for this port on the 28th

Oct., and is expected here on the 1st Nov.

The Mogul Line str. *Ben of Kelly* sailed from

Singapore on the 27th Oct., and may be expected

here on the 3rd Nov.

